

What Is Claimed Is:

1. A method for regulating the temperature of a coolant of an internal combustion engine, wherein a temperature sensor detects the temperature of the coolant and a first control unit controls and/or regulates the coolant temperature in order to obtain a predetermined temperature setpoint value, a further control unit being provided whose signals are fed to the first control unit, the further control unit relaying signals about an established driver type to the first control unit and, depending on whether the driver type is classified as sporty or economical, the first control unit presetting the temperature setpoint value, wherein a coolant volume flow for cooling the internal combustion engine is regulated or controlled by the control unit as a function of the driver type established.
2. The method as recited in Claim 1, wherein the coolant temperature and/or the coolant volume flow is controlled and/or regulated between an upper and a lower limiting value by the control unit.
3. The method as recited in Claim 1 or 2, wherein the driver type may assume any arbitrary setting or some discrete intermediate settings between the driver types "sporty" or "economical."
4. The method as recited in one of Claims 1 through 3,

wherein the coolant temperature lies closer to the upper limiting value the more the driver type is classified as the economical driver type.

5. The method as recited in one of the preceding claims, wherein the coolant temperature lies closer to the lower limiting value the more the driver type is classified as the sporty driver type.

6. The method as recited in one of the preceding claims, wherein the temperature setpoint value is only shifted in the direction of the upper limiting value if the internal combustion engine is operated in part-load operation.

7. The method as recited in one of the preceding claims, wherein for the sporty driver type, the temperature setpoint value is not shifted in the direction of the upper limiting value even in the event of part-load operation of the internal combustion engine.

8. The method as recited in one of the preceding claims, wherein for the economical driver type, a lower coolant volume flow is set at least in part-load operation than is the case for full-load operation.

9. The method as recited in one of the preceding claims,

wherein, at least in part-load operation, a higher coolant volume flow is set for the sporty driver type than for the economical driver type.

10. The method as recited in one of the preceding claims, wherein a lower coolant volume flow in part-load operation than is the case for full-load operation is not set for the sporty driver type.

11. A control unit of an internal combustion engine, in particular for a motor vehicle, on which a program is stored, which is executable on a computing device, in particular a microprocessor, and is capable of executing a method as recited in one of the preceding claims.

12. A device, in particular for a motor vehicle, including an internal combustion engine (10), a cooling device including a control unit (30) for controlling and/or regulating a setpoint temperature value of a coolant, and a temperature sensor (32) for measuring the actual temperature value, and a device (14) for setting a coolant volume flow to a radiator and/or the internal combustion engine, a second control unit (34) being provided which works together with the first control unit (30) to specify a sporty or economical driver type or an intermediate value and, on the basis of the specification, a temperature setpoint value being determinable by the first control unit (30),

wherein the coolant volume flow is variable by the first control unit (30) on the basis of the specification of the driver type.

13. The internal combustion engine as recited in Claim 12, wherein a valve is provided, via which the coolant volume flow is conductible via a radiator (18) or via a bypass line (22), depending on the temperature to be set.

14. The device as recited in Claim 12 or 13, wherein the second control unit (34) is the electronic engine control unit.

15. The device as recited in one of the preceding claims, wherein a coolant pump is provided for circulating the coolant volume flow, in particular an electronic coolant pump.

16. The device as recited in one of the preceding claims, wherein the first and second control units are combined into one single control unit.

17. The device as recited in one of the preceding claims, wherein it includes a control unit (30) according to Claim 11.